

**Maryland
Transportation
Authority**

Martin O'Malley
Governor

Anthony Brown
Lt. Governor

Beverley K. Swaim-Staley
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Peter J. Basso
Rev. Dr. William C. Calhoun, Sr.
Mary Beyer Halsey
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Richard C. Mike Lewin
Isaac H. Marks, Sr., Esq.
Michael J. Whitson
Walter E. Woodford, Jr., P.E.

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Executive Secretary

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September 24, 2009

TO ALL PURCHASERS OF CONTRACT DOCUMENTS:

RE: Contract No. LB-2330-000-006
Access Control Fencing at Bay Bridge

ADDENDUM NO. 2

Ladies and Gentlemen:

It is important that you acknowledge receipt of this Addendum No. 2 on the referenced contract regardless if you will be bidding or not bidding.

Very truly yours,

Linda D. McGill, CPPB
Chief of Engineering & Construction Procurement

LM/cet

Enclosures

Contract No. LB-2330-000-006

This will acknowledge receipt of the attached Addendum No. 2

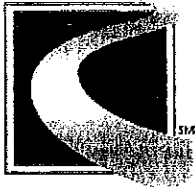
NAME OF COMPANY

SIGNATURE

DATE

THIS SIGNED ADDENDUM ACKNOWLEDGEMENT PAGE SHALL BE RETURNED TO THIS OFFICE VIA **FAX AT 410-537-7801**, ATTENTION: MAGGIE JOHNSON PRIOR TO THE BID OPENING DATE.

IN ADDITION, THIS SIGNED ADDENDUM ACKNOWLEDGEMENT PAGE MUST BE ATTACHED TO THE OUTSIDE COVER OF THE BID BOOK. FAILURE TO DO SO MAY RESULT IN REJECTION OF YOUR BID.



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September 24, 2009

TO ALL PURCHASER'S OF CONTRACT DOCUMENTS

ADDENDUM NO. 2

RE: Contract No. LB-2330-000-006
Access Control Fencing at Bay Bridge

To Whom It May Concern:

Attached herein, are the responses to questions received by 4 pm,
September 18, 2009.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Linda D. McGill'.

Linda D. McGill, CPPB
Chief of Engineering & Construction Procurement

THIS ADDENDUM SIGNED ACKNOWLEDGEMENT PAGE MUST BE
ATTACHED TO THE OUTSIDE COVER OF THE BID BOOK.
FAILURE TO DO SO MAY RESULT IN REJECTION OF YOUR BID.

THE ATTACHED SIGNED ADDENDUM ACKNOWLEDGEMENT
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537-7801, ATTENTION: MAGGIE JOHNSON, PRIOR TO THE BID
OPENING DATE.

Maryland Transportation Authority
Contract No. LB-2330-000-006
Access Control Fencing at Bay Bridge

Responses to questions received by 4 pm, September 18, 2009

QUESTIONS RECEIVED FROM LONG FENCE:

Question 1. Engineering Trailer Area

- a. Is there an established area for placement of this trailer and who should be contacted?
- b. Is electricity already at the site/pole, so the only thing we need is to connect to the trailer?

Response: Currently there is no area on site available. Trailer shall be located off Site, within reasonable proximity to the facility.

Question 2: Note 2 APF-03-X-ray existing concrete. During research, it was indicated that the Pachometer was the incorrect device to use because it did not scan deep enough for the bolts required.

- a. If this device is used as recommended, what is the result of damaged rebar/steel?
- b. What is the procedure for filling a drilled hole which is in the incorrect location?

Response: A pachometer can detect size bar up to 4.5" deep and locate rebar up to 8" deep. The pachometer is a non-destructive detector. All unused holes shall be filled with non-shrink grout.

Question 3: Please identify which areas require grout and which areas may use expansion Anchors.

Response: Refer to Drawing No. EBB-01 to EBB-04; Use expansion anchors for Type II base plates.

Question 4: Is splicing of the fabric manufactured by Riverdale Mills allowed? They indicate they prefer to use 4 x 8 sheets. If yes, as long as the manufacturers recommended instructions are followed?

Response: Splicing fabric material is allowed. The vertical splice shall be located in the post locations only. Horizontal splice shall be located at horizontal struts and spliced as per manufacturer's recommendations.

Question 5: Are there available locations for employee parking? What is the location?

Response: There is minimal employee parking areas available on site. Co-ordination with the current contractor on site (American Bridge) is necessary.

Question 6: What is the requirement for Safety Tie Offs, Material Netting etc?

Response: All work shall comply with Federal and State Occupational Safety and Health Act.

Question 7: Do weather days extend the duration of the project past the 240 days?

Response: No.

Question 8: Is there a list of existing approved Traffic Control Companies for this site?

Response: The Authority does not maintain a list of approved contractors.

Question 9: Please provide the lock keying contact with the MDTA Maintenance Personnel. (EBB-01 Locks, Notes)

Response: The contact person for keying access will be Bruce Smith, Bay Bridge Operations. Mr. Smith can be reached at 410-537-6650.

Question 10: Are the areas where the Concrete Slope Protection (ESF-02) must be core drilled to satisfy the concrete foundation requirement ESF-03. Or can the posts be plated? (Also ESF-05 and ESF-06)?

Response: The fence posts in the concrete slope protection must be set in concrete foundation as detailed in the plans. The existing concrete slope protection slab was not evaluated.

QUESTIONS RECEIVED FROM HERCULES FENCE:

Question 1: In Addendum #1, item 6, the last sentence states "Work shall be performed as directed by the Engineer and may not be on a continual basis." Please clarify the intent of this statement and what conditions other than weather and/or accidents that may prevent the work from being performed on a continual basis.

Response: This item was listed in error. Please ignore this item.

Question 2: Are there any permits required or restrictions when mooring to the Bay Bridge pilings?

Response: The contractor will be required to follow all Coast Guard regulations as described in Section 100-01. Any vessel/barge needs to have all information on the vessel recorded with MDTA Operation and the Police. Access times have to be requested

and approved in advance. Moored vessels can not be left unattended and/or un-manned for security reasons.

Question 3: Where will the Engineer's office be located?

Response: Currently there is no area on site available. Engineer's office shall be located off Site, within reasonable proximity to the facility.

Question 4: Will there be a staging area made available to us?

Response: Off site staging will be required. There is no available area on the facility.

Question 5: Will the pier behind the MTA offices at the Bay Bridge be made available to us?

Response: The pier on the Western Shore (Old Ferry Slip Road) will be available to the fencing contractor; it anticipated that the current contractor American Bridge will continue to utilize the area from the EB Scale House to the Pier through the Fall of 2010 as a staging area and will have priority until such time as they have completed their project. Co-ordination to access the pier through the area shall be coordinated with American Bridge Company and the WPL operations division. It should be noted that the contractor should evaluate the condition of the pier relative to the equipment they intend to load on the pier.